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SECURITY INFORMATION

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Soviet Central Motor Vehicle Repair Shop, Zeessen

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EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT early January to early February 1952

DATE OBTAINED

DATE PREPARED

18 March 1952

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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1. Major Mazarov (fnu) returned from leave to the central motor vehicle repair shop, Zeessen, on 1 January 1952. Three high-ranking officers, who had come from Potsdam inspected the installation on 4 February.

2. The following shipments were observed arriving at the repair shop, Zeessen, between 2 January and 8 February 1952:

From Oberschoeneweide:

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16 jeeps

96 trucks and tank trucks from various units.

61 completely overhauled ZIS motors
99 completely overhauled Chevrolet motors
60 completely overhauled Studebaker motors

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- 54 completely overhauled Ford motors
- 4 completely overhauled Willys motors.

Motors needing repair turned in by various units included 1 Studebaker, 30 Chevrolet, 6 Willys, and 21 ZIS motors (2)

3. Outgoing shipments:

- 18 workshop trucks
- 3 chassis for the construction of workshop trucks, to Oberschooneweide
- 3 jeeps for complete overhaul, to Oberschooneweide
- 319 trucks and tank trucks to various units. The vehicles, all of which were [redacted] were dispatched by rail and by road. Motors sent to Oberschooneweide for complete overhaul included 52 ZIS, 70 Chevrolet, 62 Studebaker, 42 Ford, and 6 Willys, motors. Overhauled motors dispatched to various units included 12 Ford, 6 Chevrolet, 1 ZIS, motors.

- 4. The number of damaged motor vehicles turned in by the units considerably decreased during the period of observation. Only about 2 or 4 vehicles were overhauled daily; previously, about 8 trucks were completely overhauled a day. A member of the depot administration stated that 138 trucks were completely overhauled in January 1952 and that about 300 trucks were still to be overhauled at the beginning of February 1952.
- 5. The unit at the repair plant numbered about 600 men. At the beginning of January 1952, the 50 additional workers who had been hired in December 1951 and 150 other workers were to be discharged. However, the notices were withdrawn. (3)
- 6. Measures for economizing the consumption of fuel by plant-owned vehicles were introduced at the repair shop. The vehicles were to be driven only a certain number of kilometers per year. For instance, the motor vehicles at the repair shop in Zeosen were to be driven not more than 3,000 kilometers per year. Having reached this limit, the vehicles concerned were taken out of operation. The entire fuel consumption is based on this calculation. (4)

Comments.

- (1) Major Mazarov (Anna), head of the motor vehicle repair shop at Zeosen, was previously reported to have gone on a 60-day leave to the U.S.S.R. on 1 November 1951. See [redacted]. The vehicle of the commission inspecting the plant belonged to the KGB.
- (2) The vehicles from Oberschooneweide were repaired and belonged to components of the Third Shock Army, the Eighth Gds Army, the First, Second, Third and Fourth Gds Mocz Armies, the GORF and the Navy. Motor vehicles dispatched to the units belong to components of the Third Shock Army, the Eighth Gds Army, the First, Second, and Third Gds Mocz Armies, the air force, and the GORF.
- (3) The decrease in the capacity of the repair shop is probably the result of a decrease in damaged vehicles and motors. As in 1951, most of the repair work resulting from the summer and fall maneuvers will be completed by April. Though temporarily deferred, the notices previously given also indicate a decrease in the number of incoming damaged vehicles.
- (4) This is the second supply installation of the Soviet Army where the economizing of the fuel consumption has started. Should this measure affect all supply installations it would indicate that the Russians were establishing fuel reserves.

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